

Poage.

How California cares for the Blind.



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HOUSE FOR THE BLIND**

How California Cares for the Blind

By P. T. POAGE, Assistant Architect.

THE CARE of the blind may be divided into three general classes, Educational, Industrial and Benevolent. The State of California has long recognized that proper education of the blind youth and training and employment of the adult blind in useful industrial occupations very largely reduces

the need for benevolence. In line with this policy it maintains two major institutions, the California School for the Blind in Berkeley and the Industrial Home for the Adult Blind in Oakland. During 1929 a beginning was made toward establishing in Los Angeles a second industrial institution



P. T. POAGE.

to serve the southern part of the state.

CALIFORNIA SCHOOL FOR THE BLIND

The California School for the Blind is maintained under the State Department of Education as an integral part of the state's educational system. Its history may be said to date back to 1860 with the organization in San Francisco of the "Society for the Instruction and Maintenance of the Deaf and Blind," which induced the state to erect a building for carrying out the purposes of the society at Fifteenth and Mission streets.

The Deaf, Dumb and Blind Asylum, as it became known, rapidly grew beyond the possibilities of the site and on the recommendations of a legislative committee a new site was selected in Berkeley and the cornerstone of a new building was laid there in 1867. A severe earthquake on October 21, 1868, caused serious damage to the building and loss to the contractor.

On January 17, 1875, fire totally destroyed the building and in the same year reconstruction commenced. That the new buildings which are still used by the School for the Deaf were then considered to be of the best construction, is indicated by a description by Mr. Warring Wilkinson, principal of the Asylum at the time:

"The construction of the buildings is of the most substantial character. Nothing has been sacrificed to show, but every regard has been paid to comfort, safety and durability. A massive, concrete sub-foundation of Portland cement underlies all the walls. The foundations are of stone, granite water table, and superstructure of plain brick, with granite sills, galvanized iron cornice, and slate roof. The partition walls throughout are of brick, interlaced and bonded strongly with iron. All the staircases are of stone, and a spiral stone staircase, at the extreme end of the sleeping apartments, renders it impossible for the children to be cut off should fire, by any chance, obtain possession of the middle portion. The exterior walls are lined, and the interior are built with hollow brick, and plastered without the use of lath or furring, so that there is no wooden communication between the different stories. The basement floor is laid three inches thick, with artificial stone. With all these precautions, it is difficult to see how fire can obtain lodgment, and, if it does, the loss will be confined to a single building, the distance between the different 'homes' being ninety feet."

The stigma of the name "Asylum" was removed in 1905 and the school became known as the California Institution for the Deaf and Blind. A still greater forward step was made in 1921 when the legislature divided the institution into two separate schools, the California School for the Deaf and the California School for the Blind.

With the separation, the School for the Blind was given a portion of the grounds on which have been built new buildings specially planned for the needs of the blind. With the assistance of Dr. R. S. French, able principal of the school, the Division of Architecture has planned and constructed the buildings which make possible the physical separation until it is now practically completed, and the standard of the school has been steadily raised to the point where the students are no longer considered as unfortunate wards of the state but as students in a part of the public school system which differs from the common schools only in the special methods of instruction required.

It is interesting to note the progress in institutional planning as illustrated by following the construction of this institution from its early days. First we have the congregate type of plan, of the original building in San Francisco and of the first development in Berkeley, in which all functions of the institution were provided for under one roof without due regard for their separation.

Winter Traffic Count on State Highways

THE winter traffic count on state highways was taken January 12 and 13.

This count has been made on the Sunday and Monday nearest the middle of January and of July for the past six years. The check is made between the hours of 6 a.m. and 10 p.m. each day. For purposes of analysis the record is kept separate by hours. Vehicles are segregated under the following classifications: Passenger cars, light trucks, heavy trucks, trailers, buses and horse-drawn vehicles. Traffic was recorded at 921 separate stations during this count.

Traffic, as a whole, was much lighter than during the count of January, 1929. This is accounted for by the snow storm which occurred during the week end. Many miles of roads were covered with snow and only necessary through traffic was on the roads. During Sunday those who enjoyed snow sports were able to indulge their fun much nearer home than usual. Past records led us to expect a 9 per cent gain in traffic over that of the previous year. The actual figures, as compared with the 1929 count, indicate the effect of weather conditions.

	For Sunday per cent		For Monday per cent	
	Gain	Loss	Gain	Loss
Main north and south routes	21.9		2.6	
Laterals between inland and coast routes	5.3		11.3	
Interstate connections	17.4		1.0	
Recreational	44.7		5.3	
Average all routes	36.2		14.5	

As there are more motor vehicles registered now than one year ago, the reduction in business to those catering to the traveling public through decrease in traffic by over one-third, represents a large sum even for a single day.

The gain and loss in traffic, expressed as a percentage of the January, 1929, count for all State highway routes, is as follows:

Rt. No.	Description	Sunday		Monday	
		gain per cent	loss per cent	gain per cent	loss per cent
1	Sausalito-Oregon Line.....	3.9		23.0	
2	San Francisco-San Diego.....		32.0	6.5	
3	Sacramento-Oregon Line.....		3.8		5.3
4	Sacramento-Los Angeles.....		13.6	6.4	
5	Stockton-Santa Cruz.....		12.3	14.6	
6	Sacramento-Woodland Jct.....		3.7	23.7	
7	Tehama Jct.-Benicia.....		12.2		8.4
3	Ignacio-Cordelia.....	1.7		20.9	
9	San Fernando-San Bernardino.....		2.1	2.2	
10	San Lucas-Sequoia National Park.....	24.1		15.8	

Rt. No.	Description	Sunday		Monday	
		gain per cent	loss per cent	gain per cent	loss per cent
11	Sacramento-Riverton.....	17.6		25.6	
12	San Diego-El Centro.....	6.5		8.5	
13	Salida-Sonora.....		28.5		8.5
14	Albany-Martinez.....		12.3	4.7	
15	Rt. 1 near Calpella-Grass Valley.....		24.0		7.2
16	Hopland-Lakeport.....		40.9		43.9
17	Roseville-Nevada City.....	31.0			24.1
18	Merced-El Portal.....		37.8		16.6
19	Rt. 9 West of Claremont-River- side.....		27.3	9.3	
20	Redding to Rt. 1 near Arcata.....		26.6		49.7
21	Rt. 3 near Richvale-Quincy.....	13.1			8.1
22	San Juan Bautista-Rt. 32.....	45.5		13.7	
23	Saugus-Bishop.....		29.7		25.0
24	Rt. 4 near Lodi to Valley Springs.....		41.7		11.4
25	Nevada City-Downieville.....		87.8		77.1
26	San Bernardino-El Centro.....		3.5		3.5
27	El Centro-Yuma.....		8.5	10.4	
28	Redding-Nevada Line.....		8.6		54.0
29	Red Bluff-Nevada Line.....		50.2		27.4
30	Route abandoned.....				
31	San Bernardino-Jean.....	No count account snow			
32	Rt. 4 near Califa-Rt. 2 at Gilroy.....		1.4	24.7	
33	Rt. 4 near Bakersfield-Paso Robles.....	45.5		82.4	
34	Rt. 4 near Arno-Pine Grove.....		6.0	13.9	
35	Peanut-Kuntz.....		60.0		71.5
37	Auburn-Colfax.....	0.7		3.8	
38	Meyers-Nevada Line.....		52.9		64.8
39	Tahoe City-Nevada Line.....	Road closed account snow			
40	Rt. 13 near Montezuma-Rt. 23- Mono Lake.....		41.3		34.2
41	West and East of Hume.....		No count		
42	Saratoga Gap at Redwood Pk. Gate.....	No count account snow No count account snow			
43	San Bernardino-Big Bear Lake.....		4.5	15.2	
44	Boulder Creek-Redwood Park.....		21.6		19.5
45	Willows-Rt. 3 N. of Biggs.....		42.2		38.6
46	Rt. 1 near Klamath River-Rt. 3 near Cray.....		10.7		14.2
47	Orland-Chico.....		10.3		7.2
48	McDonalds-Wendling.....				3.0
49	Callstoga-Lower Lake.....	43.5			
51	Santa Rosa-Schellville.....	11.5		10.0	
52	Alto-Tiburon.....		40.7		50.0
53	Fairfield-Lodi.....		21.9		3.0
54	Near Michigan Bar-Central House.....		29.4		26.2
55	San Francisco-Spring Valley Dam S. of Carmel Interx. of Carmel Valley and Big Sur Roads.....		16.7	33.6	
56	Santa Maria-Bodfish.....	17.3		77.0	50.5
57	Mojave-Topoc.....		32.2		21.6
58	Lancaster-Baileys.....		45.2		.3
60	El Rio-San Juan Capistrano.....		63.5		15.1
61	La Canada-Mt. Wilson Rd.....	30.2			7.2
63	Big Pine-Oasis.....		85.3		75.0
64	Mecca-Blythe.....		43.2		44.2
65	Auburn-Sonora.....		38.3		18.0
66	Mantea-Rt. 5 nr. Mossdale School.....		4.9	23.7	
67	Pajaro R.-Rt. 2 nr. San Benito River Bridge.....		20.4		10.7
68	San Francisco-Burlingame.....	5.2			89.6
69	San Quentin Road.....	12.2			20.3
70	Ukiah Jct. Rt. 1.....		35.7		
71	Crescent City-Oregon Line.....		11.3		2.7
Totals.....			36.2		14.5

TRAFFIC CENSUS

January 1929, and 1930

Count 6 a.m. to 10 p.m.

Route 1. Sausalito to Oregon Line

District IV

Station location	January, 1929		January, 1930	
	Sun.	Mon.	Sun.	Mon.
Sausalito to Ferry Building.....	13	14	12	13
Sausalito-Hyde Street Ferry.....	485	275		
	3,638	1,444		

(Continued on page 25.)

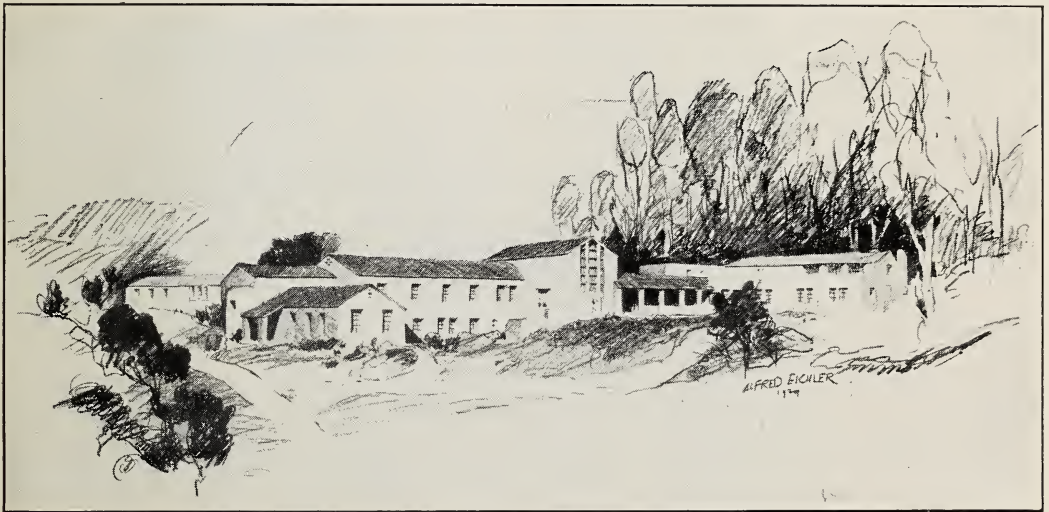
Then after the fire of 1875 we see the advancement to the cottage plan whereby living accommodations are furnished in dormitories entirely separated from administration and educational activities.

The last step, exemplified by the present school, has been the elimination, to a large degree, of the old institutional feeling by a further development of the cottage plan, keeping the dormitory buildings small and dividing the students into small groups within the buildings. Institutional feeding in one large dining room has also been eliminated.

The first unit of the new school was a dormitory for girls, for which funds were appropriated by the 1923 legislature. This building contains living quarters for approxi-

structed to provide a kindergarten room and rooms for vocational training such as basketry, weaving, piano tuning, general shop work, etc.

The complete separation of the blind from the deaf was permitted in 1929 with the completion of the boys' dormitory which is similar in general theory of plan to the girls' dormitory mentioned above. This building is somewhat rambling in plan, adapting itself freely to a hillside site and planned to permit entrance at ground level to both the first and second floors. Segregation is made in groups according to ages, with separate play rooms, and a common dining room with complete kitchen adjoining. Communication between the different floors is by means of ramps rather than stairs. This is a feature not pro-



BOYS' DORMITORY, CALIFORNIA SCHOOL FOR THE BLIND.

mately fifty girls, divided into groups of three or four, with a separate sleeping room for each group.

A large living room with a fireplace at the far end provides ample recreation space for the entire group. A completely equipped kitchen serves the dual purpose of feeding and of providing a practical laboratory for instruction in cooking as a part of the school curriculum. Classrooms are included in the building for instruction in sewing and other domestic arts.

In 1926, the second unit, the school building, was completed. In it are included general classrooms; special rooms for music, science and commercial work; the school library, the administration offices, and an auditorium equipped with a pipe organ. During the coming year an addition will be con-

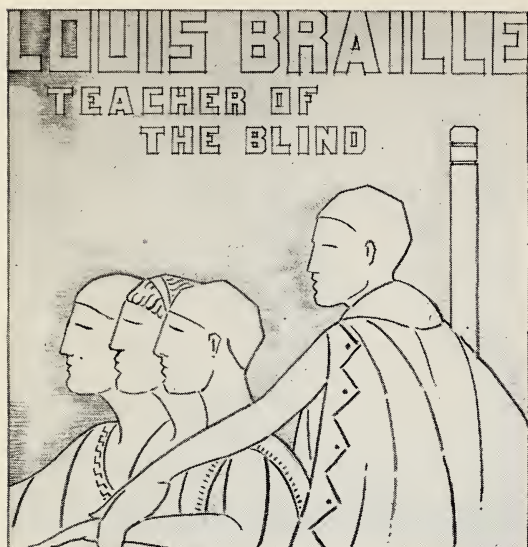
vided in the other buildings, but considered very desirable.

The buildings are of fire-resistive construction, the walls and floors being of concrete and the roofs of clay tile. Free interpretations of Spanish and Italian motives, adapted to suit the requirements of modern planning, have given pleasing variation to the different units, still maintaining a complete harmony of the whole.

INDUSTRIAL HOME FOR THE ADULT BLIND

The state had long made provision for numerous classes of its unfortunate or defective citizens before attention was directed to the needs of the adult blind. Mining and other industries requiring the use of high explosives contributed largely to the number of adult blind until they became quite numerous and

demand admission to the Asylum in Berkeley. The trustees of the Asylum resisted and their contention that it was established for scholastic and not industrial purposes was sustained by the courts.



Not to be discouraged so easily, the champions of the cause sought legislative action and in 1885 the legislature authorized the establishment of the Industrial Home for the

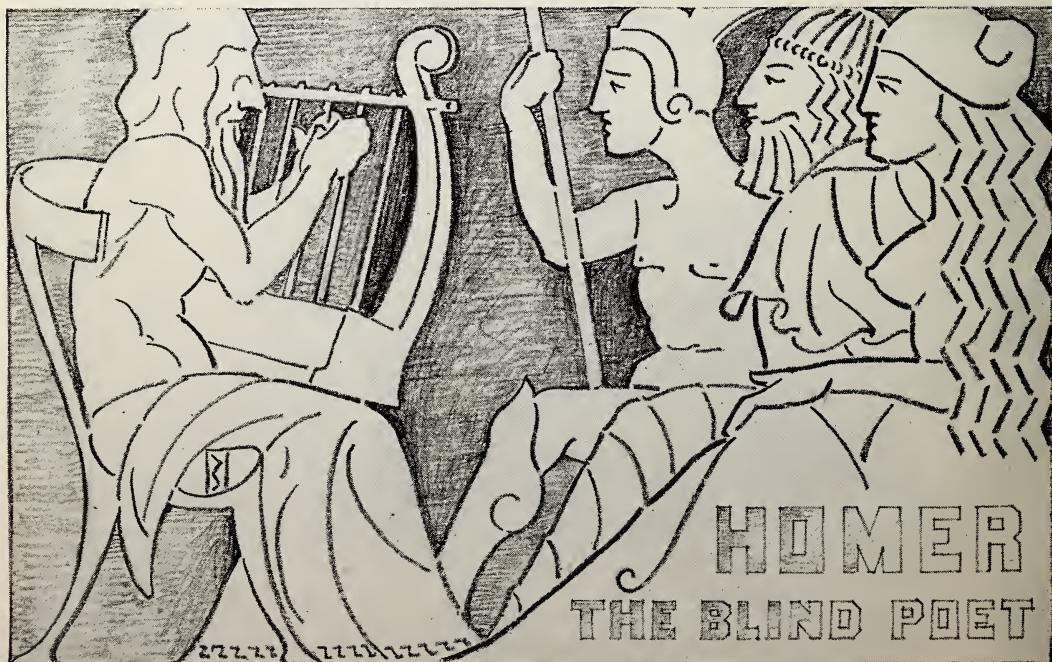
Adult Blind to be managed by the trustees of the deaf, dumb and blind asylum. A site of five acres at Thirty-sixth street and Telegraph avenue, Oakland, containing an 18-room house and two barns was leased with an option to buy, and a two-story shop was erected.

The dissimilarity of the problem of educating the blind youth and that of training, industrially, the adult was soon apparent and in 1887 the Home was established as an entirely independent institution. In the same year, money was appropriated for the purchase of the site and for the construction of a three-story wood frame dormitory, and a residence for the superintendent.

In 1909-1910 the State Engineering Department, forerunner of the Department of Public Works, took its first major part in the development of the institution in planning and building the first permanent building, containing dormitories for women, general kitchen and dining rooms, and the administrative offices. This and the men's dormitory which followed in 1914 were of fire-resistive construction providing needed safety for this type of inmate. These buildings followed the so-called "Mission" style so popular at the time.

No further permanent construction was undertaken until 1922-1923 when a dormitory

(Continued on page 34.)



The two panels shown on this page are part of the wall decorations at the new Industrial Home for the Blind.

Route 65. District X				
Station location	January, 1929		January, 1930	
	Sun. 13	Mon. 14	Sun. 12	Mon. 13
Central House Jc. Rt. 54 to Michigan Bar.				
N. on 65.....	369	332	232	196
W. on 54.....	366	212	289	201
S. on 65.....	402	326	275	244
N. of Jackson Jc. Rt. 34,				
N. on 65.....	695	683	602	774
E. on 34.....	834	755	784	845
S. on 34.....	400	186	338	227
S. of San Andreas at Sheep Camp	1,439	446	1,001	381
W. of Sonora Jc. Co. Rd. to Jamestown.				
N. W. on 65.....	382	190	102	70
S. W. on C.R.....	204	108	52	36
S. W. on 65.....	429	221	108	26
Route 66. Manteca to Route 5 Near Mossdale School				
District X				
Mossdale Jc. Rt. 5.....	1,949	1,121	1,855	1,387
Route 67. Pajaro River to Route 2 Near San Benito River Bridge				
District V				
San Juan Bautista N. of City at Jc. Rt. 2.....	1,763	949	1,404	1,051
Route 68. District IV				
N. City Limits S. San Francisco	6,703	4,062	8,933	7,949
S. San Francisco at Underpass.	7,736	3,329	7,557	5,617
Burlingame Jc. Rt. 68 and Broadway,				
N. on 68.....	7,248	2,860	7,009	5,658
W. on Broadway.....	2,348	1,421	2,401	2,734
S. on 68.....	5,725	1,844	5,383	3,669
Route 69. San Quentin Road. District IV				
San Quentin Hill.....	1,825	943	2,049	1,135
Route 70. District IV				
Ukiah Jc. Rt. 1.....	822	651	529	651
Route 71. Crescent City to Oregon Line				
District I				
Crescent City N. of Town at Maint. Yard.....	654	579	616	563
At Oregon Line.....	263	136	198	133

READ THEM AND WEEP

On the air last Monday night Wade H. Ellis of the American Bar Association's crime commission declared that crime costs the United States \$13,000,000,000 a year.

Speaking in Paris on July 11, 1928, Homer Folks said that illness costs the United States \$15,000,000,000 a year.

Insect pests, we were informed by the Agriculture Department on May 7, cost the United States \$2,000,000,000 a year.

Preventable accidents, said the National Safety Council on October 3, 1928, cost the United States \$5,000,000,000 a year.

Bad weather, a crop insurance expert recently estimated, costs the United States \$2,620,000,000 a year.

The smoke nuisance, according to figures issued by the Merchants Association on May 20, 1928, costs the United States \$2,040,000,000 a year.

Rats, declared the Federal Public Health Service on February 2, cost the United States \$364,000,000 a year.

It is terrible enough to know that every year this country loses the price of a couple of wars. If the estimators are given free hand we shall be broke in a few years.—New York Sun.

HOW CALIFORNIA CARES FOR THE BLIND

(Continued from page 8.)

for employees, a women's industrial shop, and a building containing a central power plant, an assembly hall, and a lounge room for inmates were constructed.

Expansion of industrial training opportunities was aided in 1928 by the addition of a second story to the women's industrial shop, providing adequate facilities for basketry, weaving, rug making and other activities of a similar nature.

Since the founding of the Industrial Home, broom making has been the chief industry and has been carried on in wooden buildings, where the dust nuisance and lack of proper heating and ventilation has been a serious drawback. Also, of recent years the broom factory has been badly overcrowded. The need of remedying this situation was recognized by the present administration and an appropriation was made by the 1929 legislature for a new building, bids for which have already been received by the Division of Architecture, and it is expected that construction will proceed rapidly.

The new broom factory will be of concrete construction with tile roof, and is planned as a modern factory building with large areas of glass, adequate heating and ventilation and special exhaust ventilation at points where dust is created so that it may be removed and not permitted to create a nuisance. A mezzanine floor with hydro-electric elevator service furnishes ample space for storage of a large stock of finished brooms.

Another important addition to the permanent buildings is the sales and office building now under construction. This will provide an adequate salesroom with show windows for display of articles manufactured by the blind, which has not been possible heretofore. The building will also contain the administration office and public reception room. A unique and appropriate detail on this building is a frieze of sandblasted redwood depicting in conventionalized form the different manufactures carried on by the blind, with other panels showing "Homer the Blind Poet" and "Louis Braille, Teacher of the Blind."

NEW YORK—The new markers introduced on state highways have black raised letters on a white, octagonal background and small button reflectors within the letters make the signs highly visible at night.

January, 1929				January, 1930				January, 1929				January, 1930			
Sun. 13				Mon. 14				Sun. 12				Mon. 13			
Station location								Station location							
Isleton Bridge East End,								Barstow Jc. Rd. E. to Standard							
N. on 53.....				207				186				155			
S. on 53.....				1,213				1,062				948			
W. over Br.....				1,032				918				830			
Thornton, Interx. C.R.,								Oil Sta. Back of Harvey House,							
E. on 53.....				619				588				400			
N. on C.R.....				279				253				206			
W. on 53.....				507				446				363			
Lodi N. of City,				727				927				687			
Route 54. Near Michigan Bar to Central House								Train Movements at Grade Cross- at Barstow							
District X								Daggett Jc. Arrowhead Trail Old Trails Hgwy.,							
Central House Jc. Rt. 65 to Placerville and Jackson,								N.							
W. on 54.....				356				212				289			
N. on 65.....				369				332				232			
S. on 65.....				402				324				275			
Saratoga Gap on 55,								W. on 58.....							
55 to S. F.....												221			
55 toward Woodwardia.....												3			
E. on C.R. toward Saratoga												390			
W. on 42 toward Redwood Park												0			
Route 55. San Francisco to Route 5 Near Glenwood								Near Bannock Jc. C.R. to Search- light,							
District IV								W. on 58.....							
Swimming Pool				7,925				1,274				5,016			
Jc. with C.R. to Colma,												1,191			
N. on 55.....				4,670				375				3,172			
E. on C.R.....				1,541				391				1,691			
S. on 55.....				5,201				577				3,326			
Jc. C.R. to Belmont at Dirt Dam,								W. on C.R.....							
N. on 55.....				2,551				270				2,643			
S. E. to Belmont.....				1,753				196				1,090			
W. to Half Moon Bay.....				2,350				376				2,751			
Jc. with C.R. W. to Half Moon Bay,								E. on 58.....							
N. on 55.....				2,068				373				2,761			
W. on C.R.....				1,214				341				718			
S. on 55.....				980				52				2,069			
S. Cl-S. Cr. Co. Line Jc. Rts. 5 and 55.....				48				46				21			
Route 56. District V								Needles W. of Cy. Lts.....							
S. of Carmel Interx. Carmel Valley and Big Sur Roads				2,915				1,369				615			
San Simeon 1 Mi. S.....				184				113				58			
Route 57. Santa Maria to Freeman via Bakersfield								Needles 5.7 Mi. S. Jc. to Parker and Blythe,							
District V								S. on 58.....							
Santa Maria N. of Cy. at Jc. Rt. 2				165				65				201			
At Inx. Rt. 57 and Suey Rd.,												40			
W. on 57.....				117				33				163			
S. on Suey Rd.....				141				53				35			
E. on 57.....				242				77				171			
Bet. 2d Cuyama, King and Kern Co. Line on 57 B. C.				72				45				13			
Route 57. District VI								S. W. on C.R.....							
S. L. O.-Kern Co. Line.....				122				67				36			
Maricopa W. of Cy.....				323				296				602			
Pentland at R. R. Xing.....				452				505				1,002			
Bakersfield Jc. C.R. to Connor,								N. on 58.....							
W. on 57.....				201				118				86			
N. on C.R.....				61				46				49			
E. on 57.....				156				77				66			
Jc. Rt. 4.....				168				79				72			
Bakersfield E. Nile and School House Easterly Cy. Lts....								E. on 60.....							
Bakersfield 10 Mi. E. at Jc. Co. Club Rd. and Ker-57-E,				1,733				2,235				2,168			
on 57				407				171				693			
Bodfish at Interx. Rt. 57 with C.R. to Caliente,								Serra Jc. Rt. 2 on 60.....							
E. on 57.....				99				67				25			
S. on 57.....				132				84				23			
S. on C.R.....				19				26				7			
Route 58. District IX								Route 59. Lancaster to Baileys							
Mojave				144				93				47			
Route 58. Mojave to Arizona Line Near Topoc via Barstow								District VII							
District VIII								Lancaster Jc. Rt. 23.....				820			
Kramer-Kern Co. Line.....				79				76				623			
Barstow N. of Cy. at Jc. C.R. to Yermo,												450			
S. on 58.....				318				320				529			
W. on 58.....				199				175				1			
N. on C.R.....				138				154				No count			
Placerville N. of Cy. Jc. George- town Rd.,								Bailey Ranch							
N. on 65.....				291				216				129			
N. on C.R.....				66				59				13			
S. on 65.....				355				276				142			
El Dorado S. of City.....				220				128				50			

